

CHAPTER 8

Implementation Issues

The following implementation issues will require further action by the CMA or may require legislative action. The issues are divided into three categories: short-term, long-term and ongoing. Short-term issues should be resolved during fiscal years 2001-2003; long-term issues will be considered during the 2004 update of this plan. Ongoing issues have no time limitation.

SHORT-TERM

- Continue to refine the project descriptions for all projects identified in this plan.
- Continue to explore more effective means of coordinating land use; apply as appropriate, the Statement on the Connection between Transportation and Land Use. Phases 1, 2 and 3 of the Corridor Management Planning Strategy.
- The Countywide Model will be updated to reflect the results of the 2000 census.
- Apply the equity check in the future at the time of the update of the countywide transportation plan. Future equity calculations will include the total amount of funds that have been programmed for ISTEA/TEA-21 cycles and STIP cycles added together with future revenues. The equity formula will be applied, and then previously programmed projects subtracted. The balance will be the amount of funds available for planning purposes for each planning area.
- While the maintenance backlog of the Metropolitan Transportation System (MTS) network can be eliminated with the Tier 1 investments, a significant backlog will still exist for non-MTS streets and roads, non-pavement maintenance and seismic retrofit of local bridges. The CMA will need to work with local jurisdictions and transit operators on potential “new” revenue sources to meet these needs.
- Funds for seismic retrofit of BART is not included in the *Countywide Transportation*

Plan. MTC assumed that these costs, more than \$1 billion, should be financed through a parcel/property tax assessment. Such a measure requires two-thirds voter approval. The CMA will support BART's efforts to place a measure before the voters. Should the measure fail, then other financing mechanisms will need to be explored.

LONG-TERM

- Refine and determine the feasibility of pricing measures in the I-680 corridor.
- Monitor the effectiveness of the Plan using the adopted performance measures. Some of the performance measures may need further refinement in order to be quantified and monitored.
- Update the *Countywide Transportation Plan* every three years.

ONGOING

- The CMA will need to find new funds to make up the shortfall in transportation improvements identified in the plan. The CMA will continue to advocate for new transportation revenue sources including, but not limited to, removal or elimination of the sunset clause on AB 2928, a regional gas tax, federal congestion mitigation and air quality funds, increased bridge tolls, and development impact fees.
- A new reliable source of funding is needed for operating and maintaining existing roadways and transit systems. The CMA will provide ongoing advocacy for new reliable sources of revenue for operations and maintenance.
- Corridor studies will be prepared, where appropriate, to consider improvements to enhance our ability to travel.
- During each funding cycle, candidate projects will be evaluated for consistency with the goals, policies, and approved capital investment program of the *Countywide Transportation Plan*.